

### **AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

### **LISTING OF CLAIMS:**

Claims 1 to 12. (Canceled).

13. (New) An occupant protection system for a motor vehicle, comprising:  
at least one crash sensor adapted to measure a motion variable of the motor vehicle;

an occupant protection device controllable via an ignition signal; and  
a control unit adapted to ascertain the ignition signal as a function of a time average of the motion variable measured by the crash sensor over at least one first time interval.

14. (New) The occupant protection system according to claim 13, wherein the motion variable includes acceleration.

15. (New) The occupant protection system according to claim 13, wherein the control unit is adapted to ascertain the ignition signal as a function of a time average of the motion variable measured by the crash sensor over a second time interval different from the first time interval.

16. (New) The occupant protection system according to claim 13, wherein the control unit is adapted to ascertain the ignition signal as a function of time averages of the motion variable measured by the crash sensor in two to twenty different time intervals.

17. (New) The occupant protection system according to claim 13, wherein the control unit is adapted to ascertain the ignition signal as a function of time averages of the motion variable measured by the crash sensor in two to five different time intervals.

18. (New) The occupant protection system according to claim 13, wherein the time interval is between 1 ms and 200 ms long.

19. (New) The occupant protection system according to claim 15, wherein the time intervals are substantially the same length.

20. (New) The occupant protection system according to claim 16, wherein at least two time intervals are staggered by between 1 ms and 50 ms.

21. (New) The occupant protection system according to claim 16, wherein the time intervals are staggered by between 1 ms and 50 ms.

22. (New) The occupant protection system according to claim 13, further comprising at least one additional crash sensor adapted to measure a motion variable of the motor vehicle, the control unit adapted to ascertain the ignition signal as a function of at least one time average of the motion variable measured by the additional crash sensor over a time interval.

23. (New) The occupant protection system according to claim 13, wherein the control unit is adapted to ascertain the ignition signal in accordance with a pattern-recognition method.

24. (New) The occupant protection system according to claim 13, wherein the control unit is adapted to ascertain the ignition signal in accordance with a pattern-recognition method and in accordance with at least one of (a) a neural network and (b) a decision tree).

25. (New) An occupant protection system for a motor vehicle, the motor vehicle including at least one crash sensor adapted to measure a motion variable of the motor vehicle, comprising:

- an occupant protection device controllable via an ignition signal; and
- a control unit adapted to ascertain the ignition signal as a function of a time average of the motion variable measured by the crash sensor over at least one first time interval.

26. (New) A motor vehicle, comprising:  
an occupant protection system including:  
    at least one crash sensor adapted to measure a motion variable of the motor vehicle;  
    an occupant protection device controllable via an ignition signal; and  
    a control unit adapted to ascertain the ignition signal as a function of a time average of the motion variable measured by the crash sensor over at least one first time interval.

27. (New) A method for operating an occupant protection system for a motor vehicle, the occupant protection system including an occupant protection device controllable via an ignition signal, comprising:  
    ascertaining the ignition signal as a function of a time average of a measured motion variable over at least one time interval.

28. (New) The method according to claim 27, wherein the ignition signal is ascertained in the ascertaining step in accordance with a pattern-recognition method.

29. (New) The method according to claim 27, wherein the ignition signal is ascertained in the ascertaining step in accordance with a pattern-recognition method and in accordance with at least one of (a) a neural network and (b) a decision tree).